

HANOVER SUPERVISOR MAKES ROAD RECORD

J. Z. Johnson Explains How More Than Six Miles of Road Were Built for \$5,500.

MET STATES SPECIFICATIONS

Lowest Bid by Contractor Was \$1,800 Per Mile—County Authorities, Under Supervisor Johnson, Spend Less Than \$900 Per Mile.

J. Z. Johnson, supervisor of Beaver Dam District, Hanover County, has come into the good-roads limelight recently by virtue of the fact that he constructed slightly more than six miles of roadway on an appropriation originally intended for the building of three miles of road.

Supervisor Johnson is said to have met all of the requirements of the specifications, and in an interview with the Times-Dispatch he tells how the specifications were met, and how the money he saved on the first three miles of roadway went into three and a fraction more miles of good roads.

"It takes brains and thought in road-building as in every line of business, and you have to figure it out carefully and then get good men and see to it that they do good work—because it is the people's money and their comfort is at stake, and it would be a violation of a sacred trust not to give them the best service possible," says Johnson.

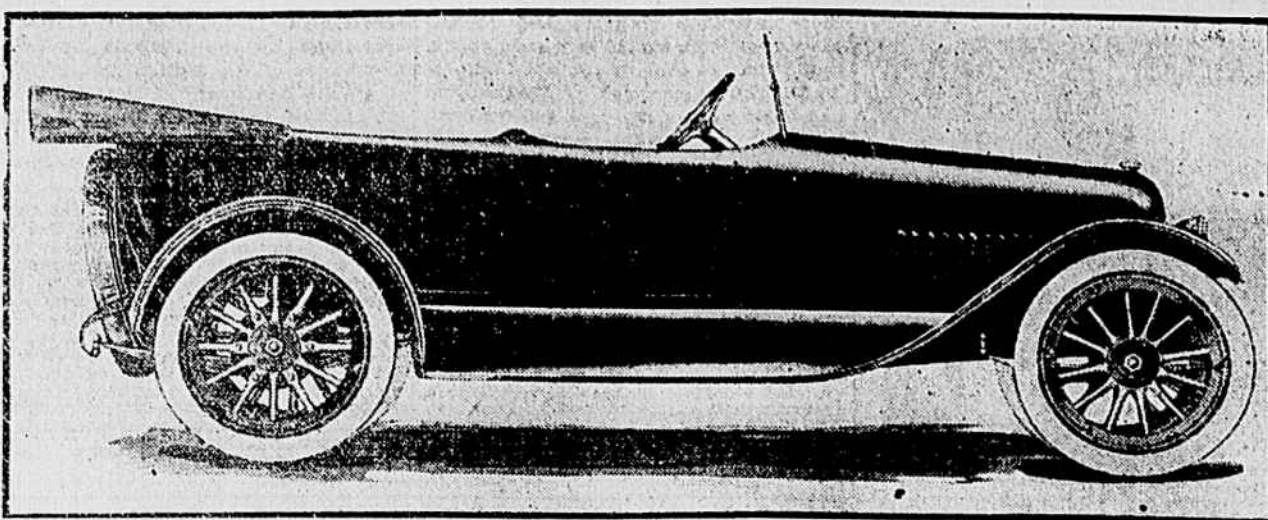
"We had only \$4,000 available for this road, and five miles were necessary to be built. The contractor sending in the lowest bid estimated it at \$1,800 a mile, outside the cost of surfacing material, which would have brought it up to \$1,800 a mile and would have built only three miles of road. The State Highway Commissioner said this bid was satisfactory, and wanted us to accept it, but I asked that I be allowed to build the road by 'force account' in order to cover the whole five miles from Jones' Cross Roads to C. T. Terrell's store. He objected, saying it couldn't be done properly and according to specifications, but agreed to it finally, saying that he would see to it that we put it up right and surfaced it heavily. This was exactly what I wanted him to do.

"The width of this road is twenty-six feet and the surfacing was to be of gray soil twenty-four feet wide and ten inches thick. We paid \$15 to \$20 an acre for soil, and it required an average of one and one-half acres of soil to each mile. The average bulk of material was a quarter of a mile, and we averaged five wagons every day and twelve to eighteen men on this work. Four loads dumped abreast across the road surfaced eight feet, making about 2,500 loads to the mile, and building 200 yards a day, made us about nine days to every mile.

NOTHING NEGLECTED TO MAKE GOOD HIGHWAY

"The grading was done just ahead of the surfacing, with two road machines, three wheel scoops, four drag scoops, and with hoes, picks and shovels. All drain pipes were twelve inches or larger, and some of them were twenty-four inches in diameter.

"All of this shows that nothing was neglected to make this highway one of the best in the State. At the end of the month in which the work was done,



Kline Kar 6-38, Series F, Touring Car. Made by Kline Car Corporation, Richmond.

Color Comes to Car and Woods

Fine Fall Days With Brilliant
Hue of Autumn Leaves
Invite Tourists.

The calendar tells us that we now have had a week of fall—with its blaze of color and forest of Indian summer with its blue haze of witchery the first frost begins, and that sting in the air just sharp enough to make one want to be up and doing.

On the face of it, fall seems dead and lack-luster. But on the road with the car going smoothly and the trees on each side, such is not true. The woods are saturated with color. The shade trees in the yard and in the park and on the shaded boulevard give out new tones and new shades to match the blue of the sky and the yellow of the sun.

Somewhere there seems no reason until you really think it over—the sky seems bluer and the sun seems greener when fall begins. It must be because the dry of summer and the heat of summer has sort of wilted trees and grass and folks, so all the outdoor colors turned to drab, and nothing seems bright along the road.

Then comes the autumn color and the car takes a new lease on life. In the city the parks seem greener. Was it last month they looked so dead and you wondered if fall had come so early when summer was not half over? In the town the trees have got new life. School has been going on just a few weeks, and the school children now find the first "turned" leaves, which already have absorbed some of the new colors.

Down in the Middle West, about the center of the map, we studied when we had United States "topography," violets start to blooming out now just like spring. Then there are violet colors with the faint pinks and the red and the russets and the rich, soft browns which grow on trees just as in the shop windows of the new season.

Autumn color harmonizes, makes the rider in the car happy if clothes and the car do, or if something should be done to make them. If it's the old standard touring car with its black of body

and cushions, why it doesn't matter so much. But if you have gone and picked out a bright green lamp or a yellow streak or a red blaze, then there is room for thought.

Might be futuristic art to wear a bright blue dress or coat in a yellow car, but that's most conspicuous for the average car owner to desire. The browns and weak-toned reds do not go so well, either. If the car is yellow, it must have the center of the stage with neutral colors for its occupants, neutral in tone if not in color.

Yellow is possible. Brown is possible. Even red is. But they call for care in selection. They cannot be taken lightly. Taken with the fabrics they are wearing this fall, the colors are versatile enough for any car. If one leaned that way, a summary at this time might be thus: Coral pink satin glove with silver; sand-colored cloth with cool pinks that shiver; billows of dead-leaf pink; red, red color in all its glowing; billiard-green, new, delicious and flowing; red wool jersey cloth and dull blue; again dull blue and pink tones faded low; then rose-colored taffeta quick to show autumn's colors; brown velvet; blue velvet; and then brown velvet; all blend in multicolored clash.

In short, the avenues and streets, as well as the woods, are full of color these days.

Speaking of color, one might continue, how about color in its relation to the personality of a car? Must the car subordinate its individuality in color to the dress of those who use it?

Harsh colors of glaring red and dull, lifeless drabs are being tolerated less in the touring or town car, and it is because they are too individualistic, too striking and too predominant. Cars are made to blend with the general tone of the surroundings. If it is upholstery, the upholstery is selected with a view to the dress of the woman motorist. At all times it is subordinate, unobtrusive and wide in its possibilities of harmonizing with other colors.

Cars are to be upholstered in the highest pastel shades this season in some cases. It is a reflection of the pastel shades which are to be worn this season. When black and white stripes were in the black and white upholstery reigned. Now that pastel colors are the colors of the hour, the pastel upholstery first. Car bodies also may be of these brighter shades and tones. They harmonize more easily, have more in common.

The higher-priced car bodies have

suede and fawn-colored sides; a few have patent leather mud guards. They are expensive, but are planned to match the owner's taste, so that the owner will not have to dress to match the car's taste.

The makers of these personalities in car bodies claim to be able to match moods even with the color. A dark brown study must have a car to supplement it. The blues require a restful turquoise with nickel-plated wire wheels. Lushes are left out; moods are luxuries.

TRACTION ENGINES WORRY HIGHWAY OFFICIALS

Tractors and Self-Propelled Thrashers
Valuable Aids to Farmers, but
They Damage Roadways.

The injury done to improved roads by traction engines is now the subject of complaint by highway officials everywhere. Not long ago the highway commissioner of Pennsylvania took vigorous action against two owners of such tractors, and a little later the California highway commissioner fined a man \$15 for injuring a State road in this way. On the other hand, tractors and self-propelled thrashers are valuable aids to agriculture, and their use is being encouraged by all authorities on farming. It is evident that they cannot be kept off the highways without detriment to the class of people for whose benefit highways are primarily built, according to most economists. Consequently there are two things that must be done to meet this situation.

The first thing is to see that the tractors are provided with cleats or other suitable attachments for the wheels, so that when they roll over improved roads there are no ribs, belt heads or other projections to injure the surface. Such attachments are now furnished with most tractors, and their use is explained in the book of instructions furnished with each machine. Manufacturers of tractors recently assured the highway commissioner of Pennsylvania that there is



A. EDLOE DONNAN, Jr.
Who Represents the Hudson and
Scripps Booth.

no reason for a tractor to injure an improved road if the accessories to prevent injury are used.

The second thing to be done is to pass and enforce a law directing highway authorities to fine owners of traction engines which have injured improved highways. A fine of \$5 is not enough to prevent such needless destruction of public property, according to California experience, and \$15 New York, the legal limit of the fine are \$10 and \$100. Such a check on carelessness is in harmony with the general American method of handling such matters, but the English have a different plan. If the owner of a traction engine desires to run over the highways of a district, he must first buy a permit to do so, the cost of the permit depending on the character of his machine and the extent of his proposed use of the district's roads. Both methods of meeting the situation recognize that such vehicles have a legitimate right to the roads and that anybody who makes any extraordinary use

of a road to its injury should pay for the privilege. To follow any other course will require taxing the people unnecessarily, for very strong roads needed only by the owners of traction engines or will allow the few engine owners to injure roads through carelessness without any check on the destruction they cause or compensation for it to the public treasury.

WEBSTER'S LITTLE BOOK HELPS SIGN PAINTER

"All States, All Capitals." Slogan of
Good Roads Car, Created Grant
Discussion.

When is a "capital" a "capitol"? Never, say the orthographers of the Hupmobile Motor Car Corporation. If you doubt their knowledge, Noah Webster's immortal compilation awaits your careful scrutiny.

The question arose when it became necessary to letter the slogan of the United America Tour on the side of a Hupmobile, which J. Walner Drake had given to the cause of nation-wide good roads.

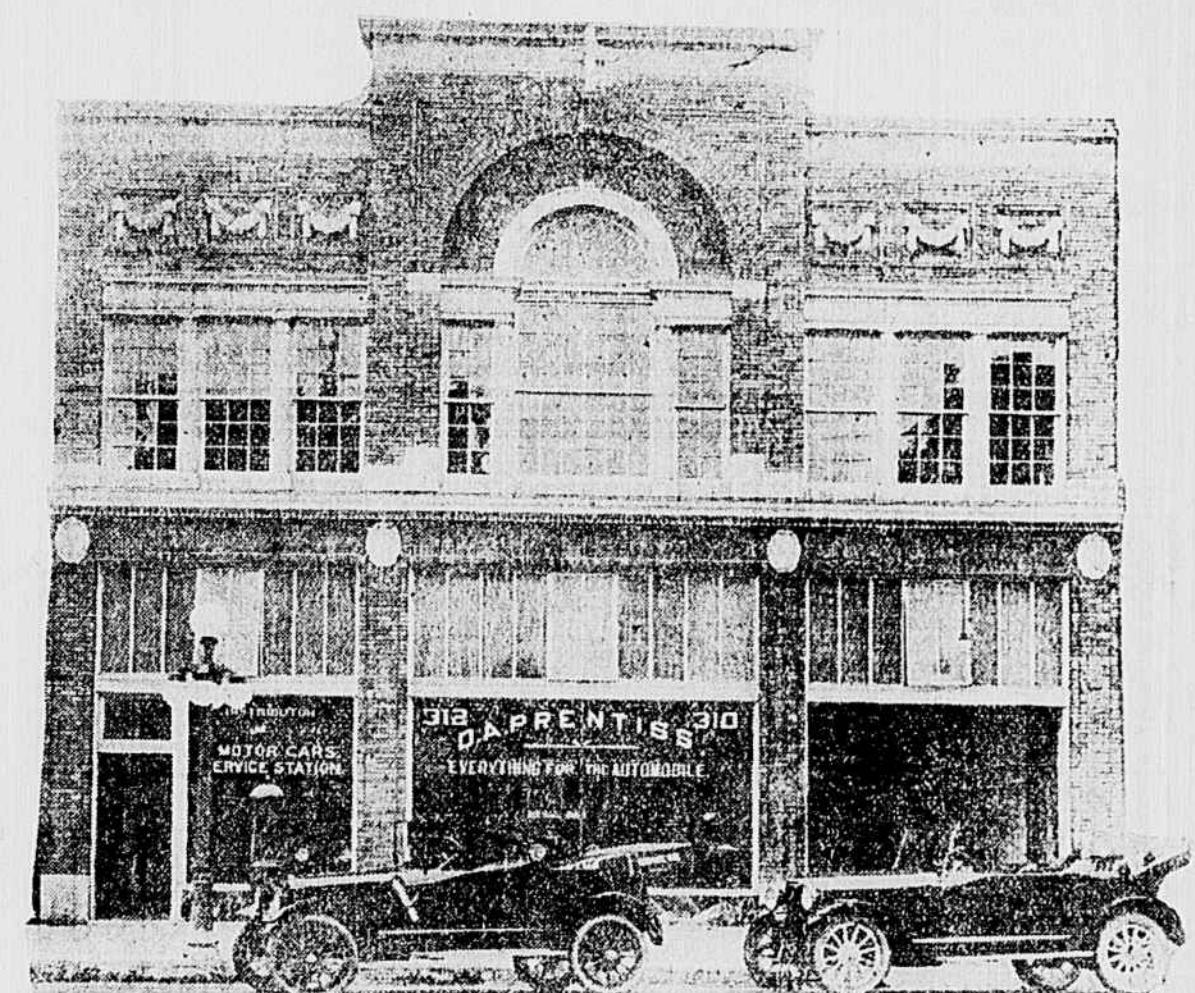
The slogan is, "All States, All Capitals—One Flag, One Nation." Every one but the fellow responsible for the lettering said "capitals," and the majority nearly all had its way. But a surreptitious peek into an unabridged dictionary fortified the minority, and "capitals" it remained.

Just what is the difference between "capital" and "capitol"? You'll always remember it if you look it up.

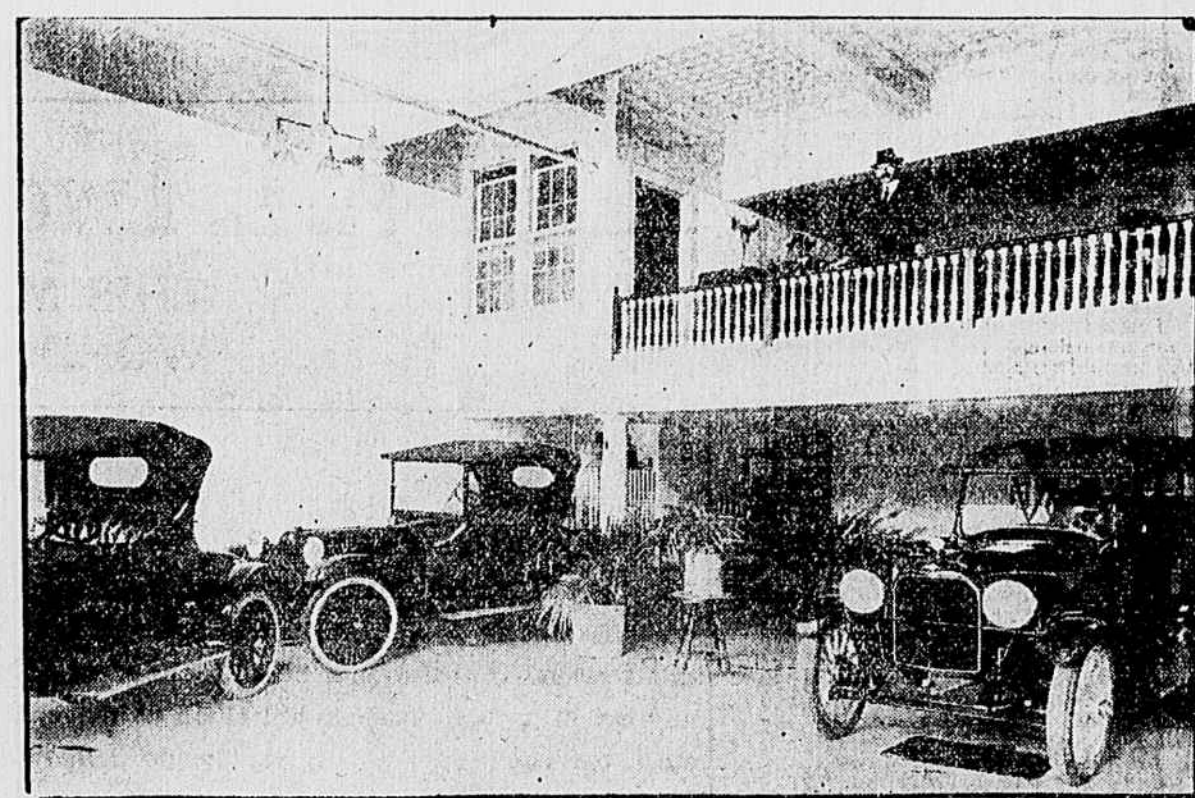
"Why Is a Toll Gate?"

"Why is a toll gate?" is a question that C. E. Salisbury, chief pilot of the United America Tour insists has never been satisfactorily answered. In trying to make the time between Annapolis and Harrisburg, Pa., the first stage of a tour that includes every capital city, the Hupmobile tour car was halted by no less than nine of these obstructions. The tour is in the interest of inter-State good roads.

The Home of Paige and Grant Automobiles



The above is the D. A. Prentiss Garage, 310-312 West Broad, and is one of the largest and best equipped buildings used in the local automobile industry. D. A. Prentiss is one of the best known automobile men in Richmond, and is distributor for Paige and Grant cars in this territory.



The above picture shows interior view of the D. A. Prentiss showrooms, which are in keeping with the building, and are beautifully decorated and very well lighted. Paige and Grant owners enjoy the best and most complete service afforded any car owners. In addition to a complete stock of parts, Mr. Prentiss operates a modern repair shop.

See Our Exhibit at the State Fair

D. A. PRENTISS

310-12 West Broad Street

Richmond, Virginia

They Will Add \$175 to the HUDSON SUPER-SIX

This announcement, just made by the Hudson factory, is published for your advantage. We have some cars of the present production due us on allotment. They will be sold at present prices, while they last. After that the Super-Six will cost all buyers \$175 more.

We have just had word from the Hudson factory to the following effect:

The cars we have ordered of the present production will be delivered at present prices. But all cars of the new production—starting December 1—will cost \$175 more.

The models will not be changed. The changes, if any, will be only minor refinements.

There will positively be no change in the Super-Six motor.

But cars now coming are built from materials contracted more than a year ago. The Super-Six will continue to be built from the same materials. But costs have advanced enormously.

So cars of the new production must be advanced in price. There is no way out for any maker, save by sacrificing standards. And Hudson will not do that on the Super-Six.

Cars at Present Prices for a Few

We have some Super-Sixes ordered which are still uncolored. Some are open models, some enclosed. If we held them they would net us a handsome extra profit. But that profit is yours if you wish to buy now—while our allotment lasts.

It will mean to you a saving of \$175. All our cars of this production, now on hand or coming, will be sold at present prices.

Note These Facts About the Hudson Super-Six

It is now the largest selling fine car in the world. It holds every world record worth having. It has won every contest it entered.

It holds all the speed records for stock cars, up to 100 miles.

It holds the 24-hour endurance record of 1819 miles. It won the Pike's Peak hill-climb—the greatest test of the kind ever held.

It holds the ocean-to-ocean record—the most sought-for record in America.

It ran from San Francisco to New York in 5 days, 3 hours and 31 minutes—14 hours and 55 minutes better time than the next best record.

It won all these records through super-endurance—the most important factor in a car.

This invention added 80 per cent to motor efficiency, by reducing vibration, friction and wear.

It is patented, so it cannot be imitated. And no other motor ever built approaches its efficiency.

It is so nearly perfect that no change will be made in it, after all this year of testing.

Numerous fine cars which cannot match its performance sell at much higher prices.

The highest standards of motordom are maintained in this car. Every detail of the chassis and body does credit to the motor.

If you want such a car—now or next year—you can save \$175 by deciding the question now.

Come and let us give you details.

Model, 4-door sedan . . . \$1475
Roadster, 2-door sedan . . . 1475
Cabriolet, 2-door sedan . . . 1775

Touring Sedan . . . \$2000
Limousine . . . 2750
(All Prices f. o. b. Detroit.)

Town Car . . . \$2750
Town Car Landaulet . . . 2850
Limousine Landaulet . . . 2850



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